

90 DAY LIMITED WARRANTY

**Do not return your plane to the store.** Estes will repair or replace factory defects for 90 days from the date of purchase. This warranty specifically does not cover crash damage or abuse.

**For fast courteous service,** if you find a defect or a part is missing, please contact Estes Customer Service at [www.estesrockets.com](http://www.estesrockets.com) or call 1-800-525-7561.

**Obtain a Return Merchandise Authorization (RMA) number from Estes Customer Service before returning a defective part or product.** Any part or product returned to Estes without a RMA number clearly marked on the shipping label will not be accepted. Send only the defective part(s). There may be additional charges if you send more than is necessary. **Ship returns to: Estes-Cox Corp., 1295 H St, Penrose, CO 81240.**

**This warranty applies only if the product is operated in compliance with instructions and warnings provided with each model.** Estes-Cox assumes no liability except for the exclusive remedy of repair or replacement of parts as specified above. Estes shall not be liable for consequential or incidental damages. Some states do not allow the exclusion of incidental or consequential damages so the above exclusion may not apply to you. This warranty gives you specific legal rights and you may also have other rights, which vary from state to state.

ONLINE FLIGHT SIMULATOR

Practice flying a Sky Rangers® R/C airplane with our Online Flight Simulator. (Planes on Flight Simulator will vary)



To download, go to [www.estesrockets.com](http://www.estesrockets.com). Click 'Airplanes'. Click 'Flight School'. Scroll down to **Sky Rangers Flight Simulator**. Click 'Sky Rangers Flight Sim' for propeller planes; 'Sky Rangers Jet Simulator' for ducted fan planes or download both! Have fun!

F4U Corsair® R/C Airplane RTF Set



If you've enjoyed flying the HyperX™, view our COX Hobby Products line at [www.coxmodels.com](http://www.coxmodels.com) for more advanced flying opportunities!



Cox Item# 006300



[www.estesrockets.com](http://www.estesrockets.com)

ESTES-COX CORP.  
1295 H Street, P.O. Box 227  
Penrose, CO 81240-0227  
PRINTED IN CHINA

**WARNING:**  
Choking/Cutting Hazard - small parts, sharp propeller. Not for children under 8 yrs.



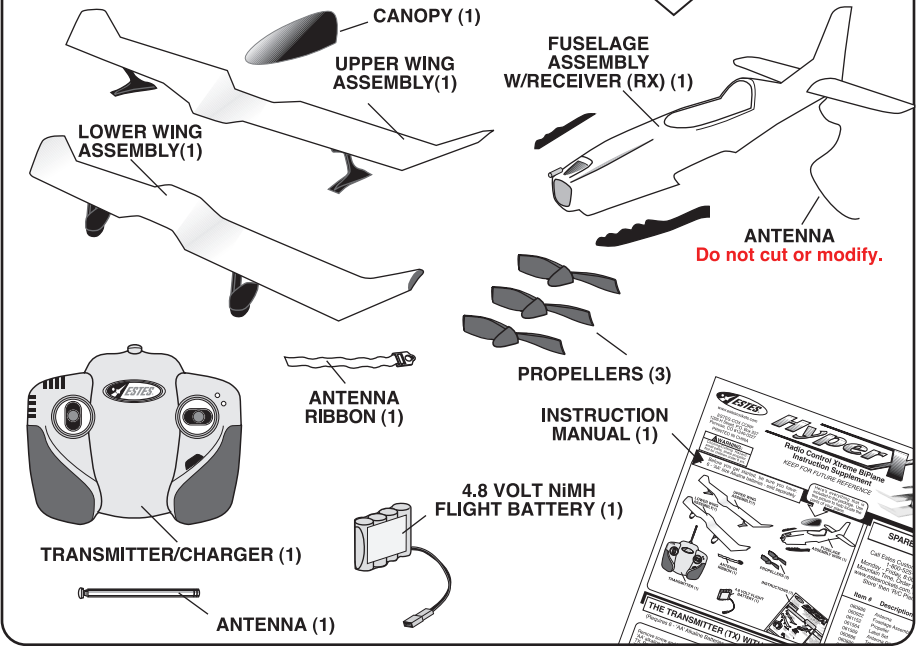
Radio Control Xtreme BiPlane  
Instruction Manual  
KEEP FOR FUTURE REFERENCE



#4108

Here's everything that is included in the package. Use this picture to help locate the parts of your plane.

Before you get started, be sure you have:  
**6 - 'AA' size Alkaline batteries - white glue or epoxy sold separately**



SPARE PARTS

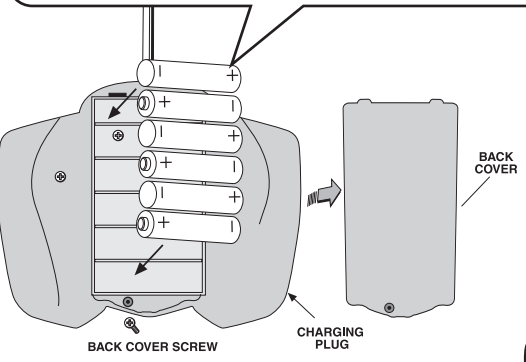
Call Estes Customer Service at 1-800-525-7561.  
Monday - Friday, 8:00 am - 4:00 pm Mountain Time or order parts on-line at [www.estesrockets.com](http://www.estesrockets.com), click on 'Estes Store' then 'R/C Plane Parts'.

Item #	Description
063786	Fuselage assembly w/RX
063787	Propellers
063098	Upper wing assembly
063789	Lower wing assembly
063544	4.8 Volt NiMH Flight Battery
061496	Antenna ribbon
063540	Transmitter/charger w/antenna
063521	Canopy

THE TRANSMITTER (TX) WITH BUILT-IN CHARGER

(Requires 6 - 'AA' Alkaline Batteries - Sold Separately)

Remove screw and back cover then insert 6 new 'AA' alkaline batteries in the correct polarity into TX. Replace back cover and screw. Because the TX is used for both charging and flying the plane, **it is recommended that you replace the 6 'AA' TX batteries every fifth complete charge.**



**CAUTION:** Do not mix old, new, or other battery types. Use only ALKALINE batteries in the transmitter/charger.

Screw Antenna into TX.

Attach Antenna Ribbon to Antenna.

**Motor Control Stick** Push and hold 'UP' to run motors at full power. Push half way up to run motors at 'cruise' speed. Release to stop motor.

TX Power LED (Red)

Charger LED (Green)

**Turn Control Stick 'TAP'** (push and release) Left or Right to steer the plane during flight.

**NOTE:** Read **Flying your Plane** before using.

Switch 'ON' for flying. 'CHARGER' for charging. 'OFF' for power off.

## IMPORTANT USER INFORMATION

### R/C USER INFORMATION

This radio system complies with Part 95 of the F.C.C. rules. Operation is subject to the following two conditions:

- 1) This radio system may not cause harmful interference.
- 2) This radio system must accept any interference received, including interference that may cause undesired operation.

Changes or modifications of any kind to the transmitter not expressly approved by Estes-Cox Corp. will void the user's authority to operate the transmitter.

Transmitter frequency can only be changed and the associated electronic circuitry tuned by Estes-Cox Corp. Changing frequency by the consumer will void the warranty and is a violation of F.C.C. regulations.

Do not cut or shorten the length of the transmitter antenna or receiver antenna wire on the back of the plane. Doing so greatly reduces the operational range of the radio system.

Refer to label on back of transmitter for operating frequency. Do not fly or operate more than one R/C plane or vehicle on the same frequency at a time. Operational interference may occur.



### WARNING:

TO AVOID INJURY AND PROPERTY DAMAGE:

#### PROPELLER SAFETY:

- Keep your face, fingers, clothing and other objects away from the propellers at all times.
- Keep spectators behind and away from plane at all times.
- Before each flight, make certain propellers are securely attached to your plane

#### BATTERY AND CHARGING SAFETY:

*This plane contains a removable, replaceable 4.8 Volt Nickel-Metal Hydride (NiMH) battery. To prevent possible injury to the battery or you, read the following precautions. Battery should be recycled.*

- Remove battery from plane before charging.
- Do not open battery – may burst and release toxic liquids.
- Use only the Transmitter/Charger supplied to charge the battery.
- Never store or transport battery in plane.

#### CHARGING GUIDELINES:

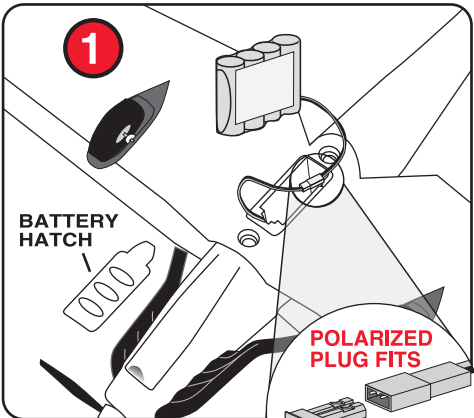
- Always remove Flight Battery from airplane before charging.
- If Flight Battery is HOT, allow it to cool before charging or using.
- Never charge Flight Battery if Charger or Flight Battery is wet.

- After each flight, inspect the propellers for nicks and breaks.
- Discard and replace nicked, chipped, cracked or broken propellers.
- Use only the propellers supplied with the plane.
- Do not alter, modify or customize the propellers.

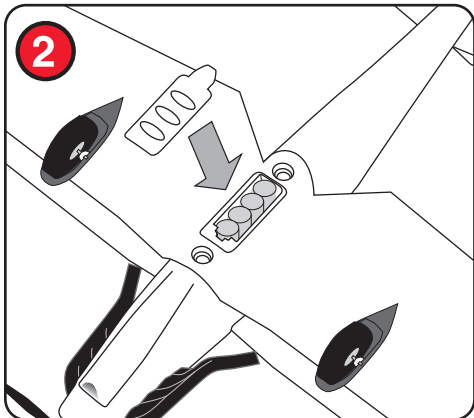
- Check battery continuously during charging.
- Do not leave battery unattended during charging.
- Never leave or store battery connected to transmitter/charger.
- If battery gets hot, makes a 'popping' sound, or leaks liquid during a charge, disconnect from charger immediately.
- Do not short circuit battery or battery charger.
- Dispose of battery properly – do not incinerate or burn.

- ALWAYS unplug Flight Battery from Charger when not in use.
- Never leave Flight Battery unattended when charging.
- DO NOT charge Flight Battery if it shows leakage or corrosion.

## INSTALLING THE FLIGHT BATTERY



Remove Battery Hatch. Connect Flight Battery to plane.

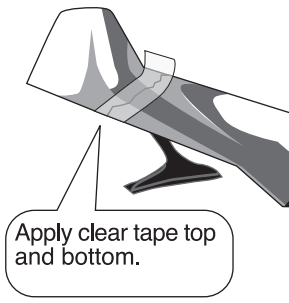
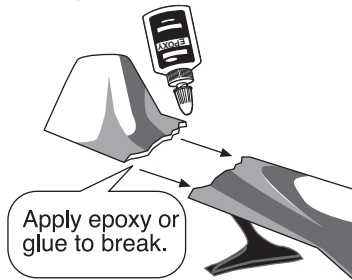


Carefully guide battery wires back into plane followed by Flight Battery. Be sure Flight Battery is all the way in the battery compartment. Replace Battery Hatch.

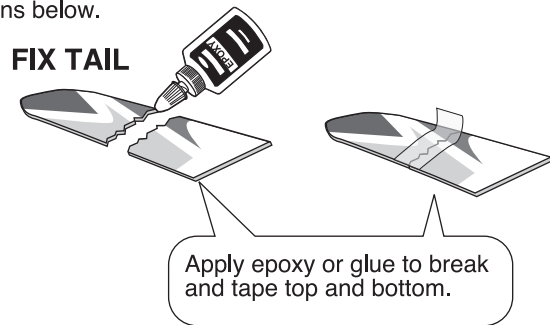
## EASY REPAIRS YOU CAN DO YOURSELF

Your plane is easy to repair. If damaged, repair any foam part that breaks with white glue or 5 - minute epoxy and/or clear packing tape (sold separately at hardware or hobby stores). Review the illustrations below.

### FIX WING



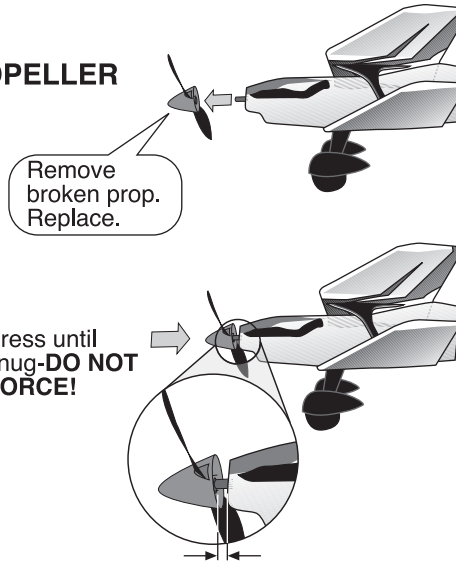
### FIX TAIL



### FIX FUSELAGE



### REPLACE PROPELLER



## TROUBLESHOOTING

### ELECTRIC MOTOR DOES NOT RUN OR LOW POWER:

- |  |                                |
|--|--------------------------------|
| TX and/or plane switch not turned 'ON' | Turn switch 'ON'.              |
| Flight Battery not charged             | Charge plane.                  |
| Batteries in charger need replacement  | Replace batteries in charger.  |
| Propeller jammed against plane's nose  | Pull propeller away from nose. |
| Debris stuck behind propeller          | Check and clean.               |

### RUDDER DOES NOT MOVE WHEN CONTROL STICK MOVED:

- |                            |                          |
|----------------------------|--------------------------|
| Flight Battery not charged | Recharge Flight Battery. |
| Transmitter batteries low  | Replace batteries.       |
| Flight Battery worn out    | Replace Flight Battery.  |

### SHORT FLIGHT TIME:

- |   |                          |
|---|--------------------------|
| Flight Battery not fully charged          | Recharge Flight Battery. |
| Flight Battery damaged from over charging | Replace Flight Battery.  |

### ERRATIC, LITTLE OR NO RADIO CONTROL

- |   |                          |
|---|--------------------------|
| Other transmitters (CB's, RC Cars or Boats) operating on same frequency near by | Move to a new location.  |
| Transmitter batteries low   | Replace batteries.       |
| Flight Battery low  | Recharge Flight Battery. |

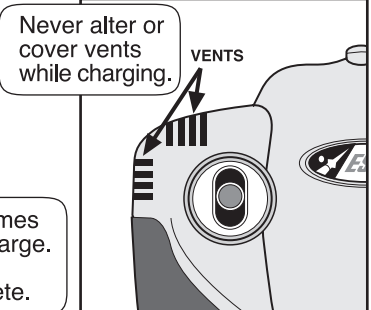
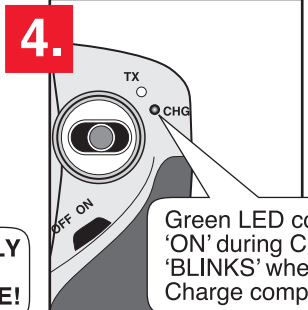
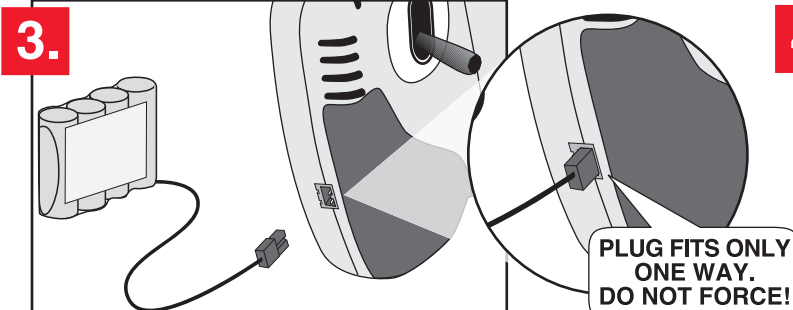
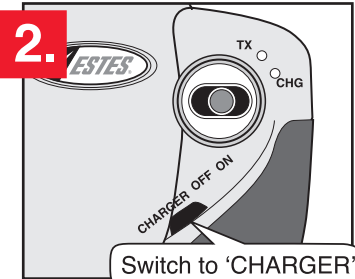
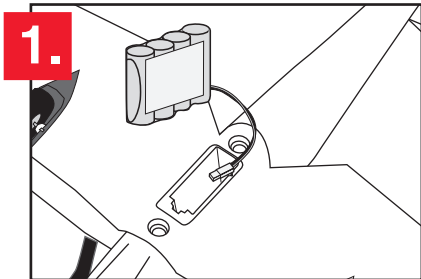
## CHARGING THE BATTERY

### CHARGING INSTRUCTIONS:

1. Remove flight battery from plane. Never charge in plane. NOTE: If flight battery is warm, let cool before charging.
2. Turn TX/Charger switch to 'CHARGER'
3. Plug flight battery into TX/Charger.
4. Charge the flight battery until charger LED blinks. (Approx. 30 minutes)
5. Unplug flight battery from TX/Charger. If warm let cool then install in plane.

#### NOTE:

During the charging cycle. Heat will be dispersed through the TX vents. Never alter or cover vents.



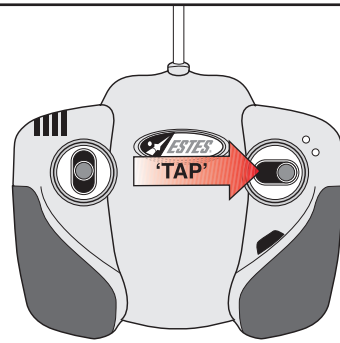


# FLYING YOUR PLANE - READ AND STUDY THESE INSTRUCTIONS BEFORE YOU FLY!

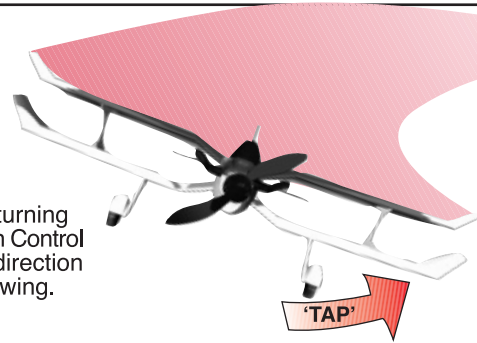
**STEERING THE PLANE COMING TOWARD YOU** (Tricky Part of Flying)  
You have a couple of options:  
1. Turn yourself so the radio antenna is pointing in the direction the plane is flying. (Imagine yourself in the cockpit of the plane).

OR

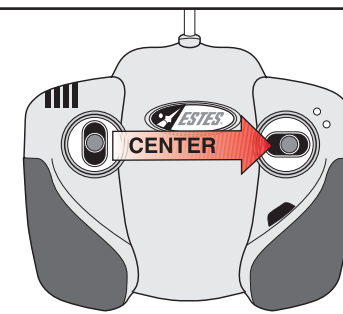
2. 'TAP' the Control Stick in the direction of the low wing to control the turn or to bring the wing level to fly straight.



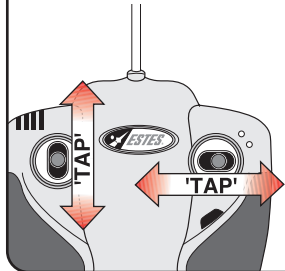
To stop turning 'Tap' Turn Control Stick in direction of lower wing.



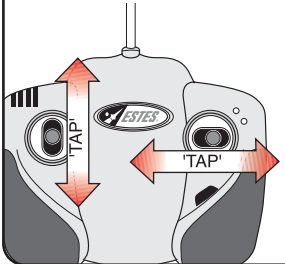
Maintain a straight flight by centering the Turn Control Stick. Then 'Tapping' left or right as needed to keep the wings level.



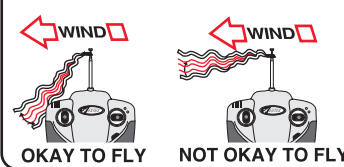
To land, release the Throttle Stick to begin descent. 'Tap' the Control Stick as needed (Left or Right) to steer the plane into the wind, and keep the wings level for landing.



Tap the Control Stick Left or Right to level the wings for the Final Approach into the wind. Keep the wings level while on Final Approach. Tap the Throttle Control Stick as necessary to keep the plane on a gentle glide path until touch down.



## USING THE 'WIND INDICATOR'



## PRE-FLIGHT CHECKLIST

1. Have a fully charged battery installed in plane.
2. Fully extend transmitter antenna.
3. Check wind speed and direction using 'wind indicator ribbon'.
4. Turn transmitter switch 'ON'.
5. Turn plane switch 'ON'.
6. Check controls by 'tapping' each control stick.
7. Prepare to hand launch or take off directly into the wind.
8. Apply full power and launch or steer the plane straight for a smooth takeoff from the ground.

**5. BEGIN LEFT TURN**  
'TAP' Left to Bank Wing.

**6. END OF TURN**  
'TAP' Right to Level Wing.

## CHOOSE A GOOD FLYING SITE:



Find a large area with a smooth surface to fly off of, like an infield or a baseball field. Avoid flying near people, houses, power lines, trees or buildings.

**ALWAYS FLY OVER SOFT GRASSY FIELDS! DO NOT FLY IN PARKING LOTS OR STREETS.**

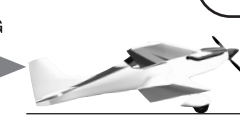
## SAFETY PRECAUTIONS:

- Fly in open areas. Never fly near power lines, trees, houses or buildings.
- Do not fly in winds over 5 mph (8 kph).
- Keep hands, face and clothing away from propeller.
- Have all spectators stand behind you while operating your plane.

Average flight time: 2-1/2 to 3 minutes for beginners. Over 4 minutes for experienced R/C pilots.

**7. PREPARE TO LAND**

**8. LANDING**



## KEEP FULL POWER APPLIED!

Let plane fly out 3 - 5 seconds to climb and attain flight speed before making any turns. If required, 'TAP' the Steering Control Stick left or right as needed to keep the wings level.

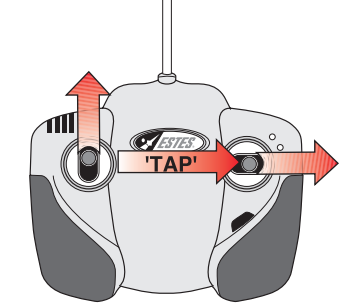
**3. END OF TURN**  
'TAP' Control Stick RIGHT to Level Wing.



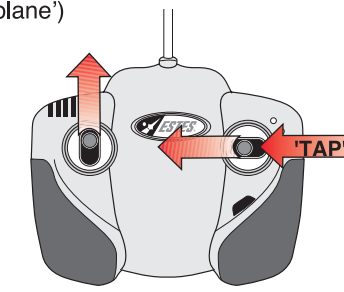
**2. BEGIN LEFT TURN**  
'TAP' Control Stick LEFT to Bank Wing.



Finish the turn by 'TAPPING' the Steering Control Stick to the RIGHT just enough to level the wings.

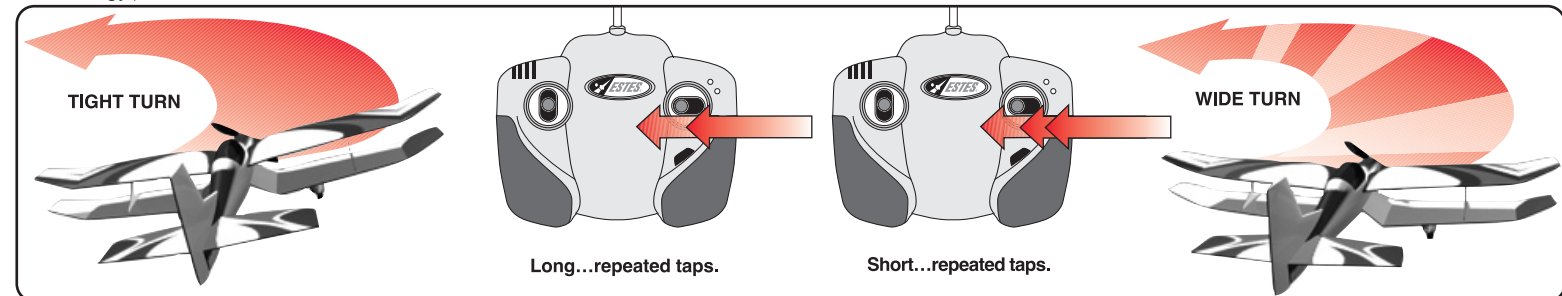


'TAP' the Steering Control Stick LEFT to begin turn. Remember...short taps for wide turns, long taps for tight turns. Make wide turns at first, and 'tap' the control stick only when needed to continue turning. (See 'Steering your plane')



## STEERING YOUR PLANE

1. This R/C Airplane DOES NOT need the Turn Control Stick to be continuously held right or left to turn! Steer this airplane by TAPPING (pressing & releasing the Turn Control Stick.) This transmitter is equipped with Fly-Rite™ Technology to prevent overcontrol of the plane (See next page for more information on Fly-Rite™ Technology.)



2. Only 'Tap' the Turn Control Stick enough to bank the wing for a turn, then stop tapping. Once the wing is banked, the plane will continue to turn without added input from the Turn Control Stick.

3. 'Tap' the Turn Control Stick in the opposite direction of the turn to level the wing out for straight flight. This R/C airplane only flies straight when the wings are level.

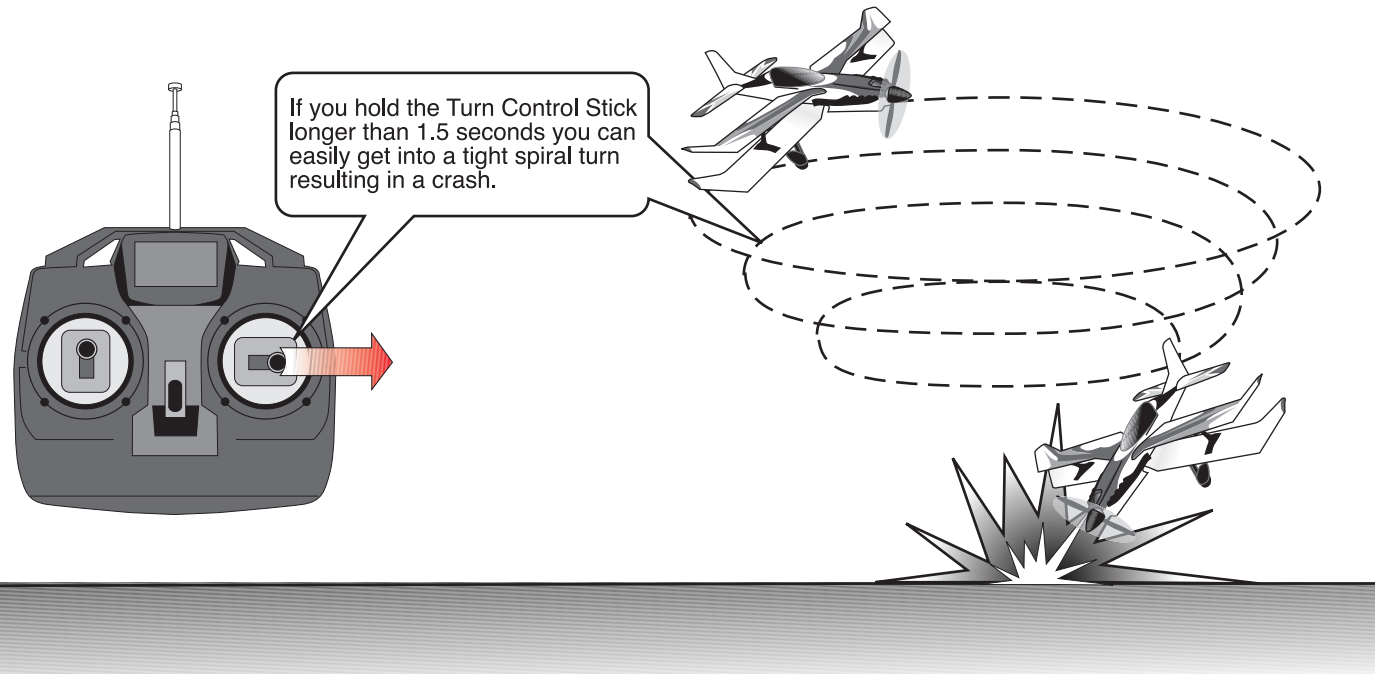
If you get into too tight a turn and the plane begins to dive to the ground, release BOTH control sticks then either: A) Let the plane correct itself and resume flying by applying power or B) Let the plane land itself and start over.

ESTES FLY-RITE™ STEERING  
TECHNOLOGY ADVANTAGES

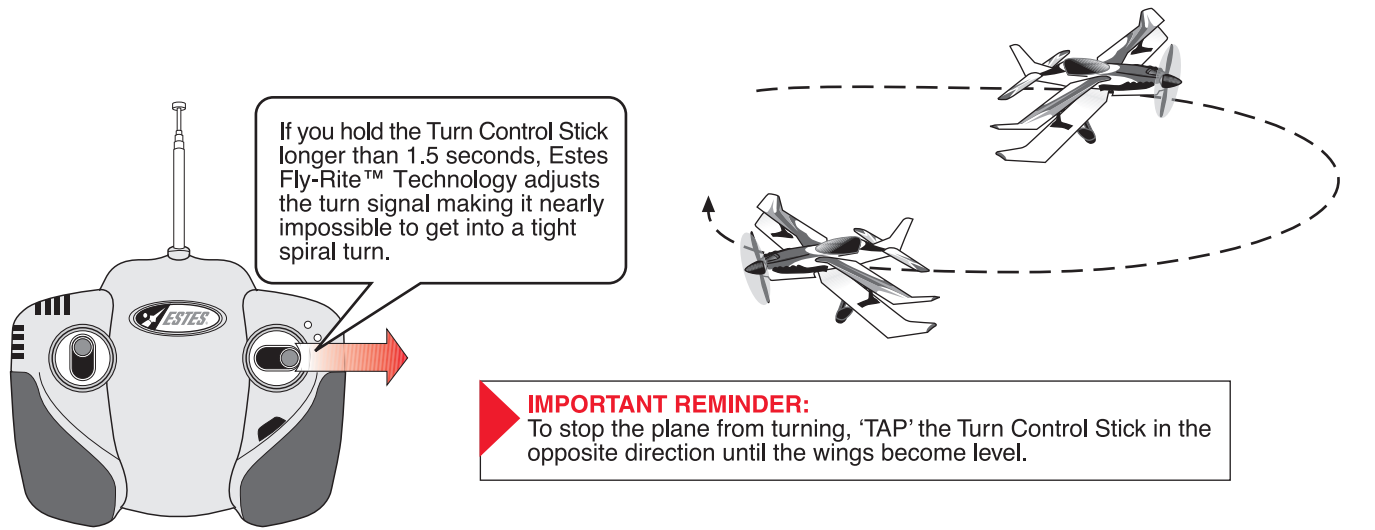
\*Read Before Flying\*

Estes wants to ensure that your flying experience is filled with successful flights. The cause of most crashes is pilot tendency to over-steer the airplane. To help the pilot avoid over-steering, the transmitter for this plane has been equipped with Fly-Rite™ Technology. Fly-Rite™ Technology adjusts the turn control signal to the plane should you hold the Turn Control Stick over for longer than 1.5 seconds and helps avoid fatal steering errors. Here is how it works.

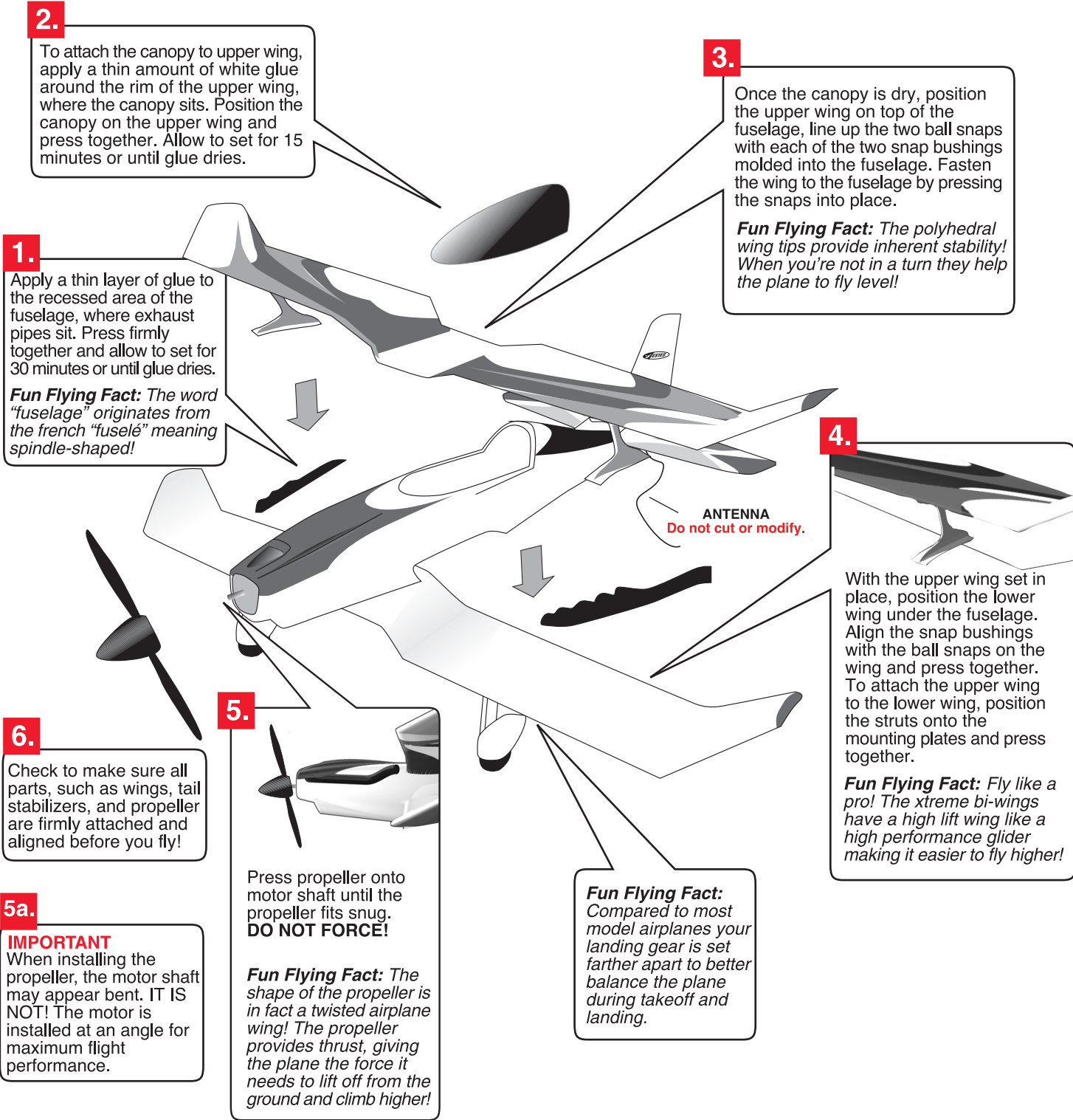
USING STANDARD TOY GRADE TRANSMITTER WITHOUT FLY-RITE™ TECHNOLOGY



USING ESTES TRANSMITTER WITH FLY-RITE™ TECHNOLOGY



AIRPLANE ASSEMBLY



ADVANCED FLYING TECHNIQUES

**Plane won't turn:** While flying the plane, if you find you are trying to turn the plane into the wind and the plane doesn't turn, briefly come off the throttle and try turning again. The plane should drop its nose making it easier to turn. Then bring full throttle back in and continue flying.

**Landing:** When coming in for a landing, apply a small burst of power before touch down to raise the nose of the aircraft.